

Volume 8. General Technical Functions

CHAPTER 3. TECHNICAL GROUPS, BOARDS, AND NATIONAL RESOURCES

SECTION 3. FLIGHT OPERATIONS EVALUATION BOARDS (FOEB)

235. GENERAL. This section contains a description of the purpose, composition, and responsibilities of an FOEB. This section also contains guidance to be used by operations inspectors for using the resources available from an FOEB and for serving as a member of an FOEB.

237. RESPONSIBILITIES OF THE FOEB. An FOEB is established through its assigned aircraft evaluation group (AEG) as discussed in volume 8, chapter 3, section 2. The primary tasks of an FOEB are the development and revision of master minimum equipment lists (MMEL). The FOEB also has responsibility for coordinating with organizations such as aircraft certification offices (ACO), aircraft and engine manufacturers, operators, and private sector groups such as the Air Transport Association of America (ATA), the Regional Airline Association (RAA), and the Air Line Pilot Association (ALPA). An FOEB is responsible for coordinating with both the ACO and the aircraft manufacturer to develop an MMEL prior to the certification of an aircraft. An FOEB is also responsible for sending a copy of meeting minutes, the proposed MMEL, and any subsequent revisions, to AFS-200 for review and coordination by the AEG manager prior to approval.

239. COMPOSITION OF AN FOEB. An FOEB is usually comprised of a chairperson from an AEG, Flight Standards District Office (FSDO) aviation safety inspectors (ASI), and ACO engineering personnel, as follows:

A. Chairperson. The FOEB chairperson is an AEG operations specialist who is normally the chairman of the applicable flight standardization board (FSB).

B. FOEB Members. Members of an FOEB are usually selected from the following specialties:

- An operations inspector
- An engineering representative, normally a flight test pilot
- A maintenance inspector assigned to the maintenance review board (MRB) for the aircraft
- An avionics inspector assigned to the MRB for the aircraft
- A maintenance inspector assigned to the MRB for the powerplant
- A representative from Flight Standards Service Headquarters, if available

241. RESPONSIBILITIES OF FOEB MEMBERS. The FOEB chairman, members, and other participants have the following responsibilities:

A. FOEB Chairperson. The chairperson's primary tasks are to plan board functions, serve as a board member, and to prepare the meeting agenda. The chairperson also prepares minutes of each meeting.

B. FOEB Members. Members review documents, contribute technical expertise, and respond to private sector comments and questions. Members participate in all meetings, as requested by the chairperson.

C. Other Participants. When invited by the chairperson, private sector participants (primarily manufacturers, operators, vendors, and representatives from other groups such as ATA, ALPA, and RAA) may attend and provide information at FOEB meetings. The chairperson may also invite other FAA personnel to attend.

243. MASTER MINIMUM EQUIPMENT LIST DEVELOPMENT. The process of MMEL development is described in detail in volume 4, chapter 4, section 2, of this handbook. Within this process, the FOEB has the following responsibilities for the initial MMEL development and MMEL revisions:

A. Meetings with the Private Sector. The MMEL is developed during meetings between the FOEB, private sector groups, and other FAA participants. At these meetings there are opportunities for all participants to comment on specific items, using the proposed master minimum equipment list (PMMEL) as a worksheet. Items are either approved, denied, or tabled as open items, pending further data or justification.

B. MMEL Approval and Distribution. The FOEB chairperson sends the recommended MMEL to AFS-200 for concurrence, after which it is approved and released to Flight Standards Service and the public.

C. Revisions to the MMEL. A request to revise the MMEL may be initiated by an operator. Requests for revisions to the MMEL are submitted with operations and maintenance procedures ("O" and "M" procedures) and engineering data to substantiate the requested change, through the appropriate Flight Standards principal inspector (either the principal operations (POI), maintenance (PMI), or avionics inspector (PAI)) assigned to the operator. The principal inspector coordinates with the FOEB through the

responsible AEG to ensure that MMEL revision proposals are submitted in the proper format and that the proposals include all required information (see volume 4, chapter 4, section 2, for a description of the MEL revision process). Those revisions that affect the safety of flight will be considered by the FOEB immediately. Foreign operators

and organizations such as ATA and ALPA can submit revisions going to the manufacturer directly to the FOEB chairman.

244.-254. RESERVED.

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